

# TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



NOTES FROM THE COMMITTEE

We apologise for the lack of visits during August and September, but our Fixtures Secretary has been a bit 'off-colour' recently. A fuller Autumn programme should be ready in the near future.

As you may have noticed we have produced an extra edition of 'Trans Pennine' this summer to compensate for the missing publication in 1976. Once again, many thanks to all members who supply information for our 'notes and news', especially to our correspondents from Long Eaton and Gainsborough.

An enjoyable meeting was held at the Masons Arms recently when members brought along slides which they had taken on club outings. A competition was held for the best slide which was judged by Mr Jack Davis and Mr Keith Brown. Joint winners were Mr Jon Davis with a slide of Queensferry taken from the Forth Bridge, and Mr Tony Booth with a slide of a Class 40 on York MPD with the Minster in the background. Third prize went to Mr Boldon with a slide taken inside the National Railway Museum at York.

FUTURE EVENTS

Wed 7 <sup>th</sup> September	Social evening at the Masons Arms, Doncaster 19.30. Martin Bisby – 'Railways in Sound'.
Fri 9 <sup>th</sup> September	Social evening at the Cock Tavern, Phoenix Road, Euston 19.30
Sun 25 <sup>th</sup> September	Doncaster Works and Shed. Meet outside the Plant Hotel at 10.45. Members 40p, Non-members 60p.

ALL ENQUIRIES AND BOOKINGS TO TOM HELLIWELL

LOCOMOTIVE STOCK ALTERATIONS

Eastern Region 03175-MR,08172-HM,08076-DR,08460-CR,08517-HO,08544-GD,37036/90-MR,37096/113-TE, 47368-TE.

London Midland Region 08742-SY,25090/150/1-B,25190-CW,25290/9-BS,40037-KD,40046-ER,40191-WR, 45056,47359/69-TO,47508-CD.

Scottish Region 06004-DT,06006-DE,08764-ED,08246-GM,08421-DE,08441/764-ED,08853-HN,08855-AB, 25034/7/46/50/65/6/75/6-HA,25061-CD,25226/8/9/31/3/4/8,25268-IS,47036/7-HA,47038-ED,47493/4-HA.

Western Region 08896-CF,47282/3-CF,47284/5/6-BR.

Southern Region 08180-SU,08556/642/50/892-EH.

New locomotives to stock 56009/11/6/7/9/20/1/2/4-TI,56031-TO.

Locomotives stored 03045,06007,08003/53/9/211/2,25014,76002/20/43/52/4.

Locomotives withdrawn 07001/2/5/6/11/2/3,08122/40/57/276/8,20024,44010,45067,74002.

DMU Reallocations 55000-HA,51242/3/465/516/808,56409,59548/63-DE,51529/795,59686-HN, 50841/99,59354-HN,50845/898,59353-F,51484,56480-NR,50846/53/81/94,59335/49/67-HN, 50844/67/97/920-SF,56389/90-ED,56409-HA,56391-ED,59559-DE,50141/3/8/76,59060/6/9,59539-DE, 56392/7/9/400-GF,52091/2/3/7/8/105,59820/1/3-BG,50199,56077-DN,51267,56139-NR,51487,56447-SF, 50365,56141,59375-SF,50555/64/74/7,59207/8/14/20/33-GF,50846/53/81/94,59349/67-HN,51934/5,52050/61-CH.

DMUs Stored 59235/9.

DMUs Withdrawn 50495,50213,51028,51122,51949.

DMUs Reinstated 51591.

New HST 254001 (E43056/7).

EMUs Stored 29547/9/60/7/77/91/8.

COACHING STOCK NEWS

New Vehicle 41064.

Vehicles Reinstated 26087,80962.

Vehicles Withdrawn 3839,37116,37128,E106(BG).

Transfers

To Eastern Region 4875,5309/19/22/6/31/8/44/5/7,5407/9/12/3,9458,13445,25438/44,35383,81207.

London Midland Region 1739(RB),4894.5270,5296,5968,24584,25607,80408,81236,86797.

Western Region 3135,13089/92,14066,35400,35495,86737.

## SEVERED CABLE SAVES LIVES

A certain disaster was averted at Bennerly Jcn (Notts) on 8<sup>th</sup> July when a signal cable was severed by derailed wagons, putting signals to danger and giving the driver of a following express time to reduce speed before hitting the wagons.

One wagon in a Bristol bound train formed of recently introduced air-braked hopper wagons had reared, hitting an overbridge, sending other wagons and coal over the permanent way, blocking the path of the 11.50 Glasgow-Nottingham express.

On seeing the signals suddenly change to danger the Nottingham based driver of Peak 45067 was able to slow down the express from 70mph to under 30mph on impact. The leading cab and left-hand side of the locomotive were extensively damaged, but contrary to rumours all coaches remained upright despite being derailed. The locomotive has since been withdrawn.

## PASSENGER DEATH

A passenger travelling on the roof of the 23.14 ex-Bradford and 23.40 ex-Hull (combining at Doncaster) fell to his death after being swept off the train by a bridge at Beighton (between Rotherham and Chesterfield) on 9<sup>th</sup> July. His body was discovered by the baths attendant at Brookhouse Colliery.

## BUFFETS REINTRODUCED

Buffet cars have been reintroduced on the 10.32 Inverness-Kyle of Lochalsh and 17.52 Kyle-Inverness services on an experimental basis until 3<sup>rd</sup> September. Intoxicants are available.

## TRANS-PENNINE SERVICES

A number of Swindon Inter-City DMUs have been transferred from the Western to the Eastern Region to work on the Liverpool-Hull services. It is expected that they will release some Swindon built Trans-Pennine units for work on Manchester-Sheffield-Hull trains.

## NEW STATION

LMR have announced that work is to begin soon on the new Bedford Midland Road station, to be built at a cost of £1m, approximately 100 metres north of the present site.

## WATLING STREET BOX

The rebuilding of Cricklewood junction signal box due for completion this month, which gives improved access to Cricklewood Carriage sidings and maintenance depot and will simplify the introduction of West Hampstead power box, will mean closure of the 64-lever box at Watling Street and with it its 70 year old equipment.

## FACELIFT FOR SCOTTISH TRAINS

The first of BRs modernised 3 coach diesel unit trains on the Aberdeen-Inverness line entered service on July 6<sup>th</sup> having undergone a complete facelift in Glasgow Works. Over the next months the remaining six 3 coach trains which work on the 108-mile route will go into the Works to be refurbished.

## TALK POINT No2      POWER SIGNALLING - SOME POINTS AGAINST CENTRALISATION

One field in which railway technology is moving forward with leaps and bounds is that of power signalling. Areas controlled from one signal box are getting bigger and bigger. The newly commissioned London Bridge box covers 50 route miles of intensely worked multiple tracks for instance.

One pitfall of this policy was highlighted by the crippling effect of the Bennerly crash on 8<sup>th</sup> July. Signal cables were severed by wreckage and the entire signalling of Trent power box was rendered useless causing a total stoppage of trains south of Sheffield. Only one day after Euston station had been cut off in a similar manner by the derailment of a locomotive.

If conventional signalling had been in use at Bennerly only the section in which the crash occurred would have been affected and numerous alternative routes could have been utilised. With the London Bridge box two strategically positioned emergency panels have been provided to overcome such a situation, but BR in their wisdom have deemed this provision unnecessary for an even bigger box which is to be built at Victoria.

Other apparent mistakes came to light in a recent visit to the gigantic London Bridge power box, possibly the most ridiculous one being that the fringe boxes use two-character reporting numbers (as displayed by the trains) but the power box uses four-character numbers. This conversion obviously causes havoc and results in trains rarely arriving at their advertised platforms and it is common for a train to arrive at the wrong London terminal (London Bridge box controls London Bridge, Charing Cross and Cannon Street stations).

The removal of signalmen from their 'on the spot' position to a central point mean drivers of delayed trains must climb down from their cabs to telephone the power box – a very dangerous situation with limited clearance and 'juice' rails to navigate. For the same reasons station staff are very reluctant to go out and crank points in the event of failure. Is this really progress?

## THE VALE OF RHEIDOL RAILWAY

by Jack Davis.

On Sunday July 17<sup>th</sup> a small party of members and friends went on the Barnsley-Aberystwyth Merry-maker and took a ride on the Vale of Rheidol railway to Devils Bridge.

Joining the train at Sheffield we were away to time (07.35) with 47173 in charge to Wolverhampton where our loco was exchanged for a pair of 25s, 25143/325. Our next stop was at Abbey Foregate for a crew change, still right time, and then around the corner to Sutton Bridge Jcn to join the single line.

This proved to be the beginning of our troubles for the local DMU had just been allowed in front of us and so we had a lengthy stand until it had cleared the section. This delay was repeated at Westbury, Welshpool (where a 2-minute stop to allow the W&L visitors to alight was extended to about 15) and at Newtown. This was followed by a sharp run through Caersws and a good unhindered run to Talerdaig summit, sailing over the top in fine style and a good fast run down through Cemnes Road, although by this time we were experiencing heavy rain and low cloud.

Our run down the valley was interrupted when we came to a stand for the loco men to direct a shepherd to an injured sheep that we had passed on the way down. We ran through Machynlleth still behind time, but even so we were held at Dovey Junction. The weather was so bad now that it was impossible to see Aberdovey across the estuary. We finally ran into Aberystwyth about 13.10 and immediately crossed to take our places on the Vale of Rheidol train which was due out at 13.30. By now the rain was torrential and it was with some misgivings that our party, owing to one of its number wandering away, had to occupy the open coach as all the other accommodation had been taken. We made the best of a bad job and with the aid of the curtains on the weather side we were able to keep out most of the rain.

Our train headed by No 9 'Prince of Wales' left dead on time and sauntered by the riverside which looked dismal in the rain. The scenery which looks so spectacular in sunshine, as we climbed higher up the valley, through the dripping pine forests, was just as depressing and by the time we had made a stop at Aberffwd for the loco to take water we were at cloud level. At this stage the Prince must have decided that he had to do something to liven up the proceedings and make up for the spoiled view.

We had not been on the move for long after the water stop when a vicious left-hand curve produced a wheel slip from our up to now sure-footed loco. The driver must have anticipated it coming and had the regulator closed in a flash, allowing only a couple of revolutions of the driving wheels. Then we continued a sedately as before. This was but a foretaste of what was to come and soon the Prince was fighting for adhesion on every curve of the corkscrew track over the last 3 miles to Devils Bridge.

He fought like a terrier with the driver nursing and coaxing every inch of the way. The elements won a momentary victory when we were brought to a stand just below the final cutting, but it was short lived for we set back a few yards and the fireman got down and as we began to inch forward he walked in front sanding the rails. From that moment on we never looked back and although there were one or two more slips, we finally pulled into Devils Bridge at 15.10, having taken 40 minutes more than booked.

It is good to know that whilst Prince of Wales and its two companion engines, Owain Glyndwr and Llywelyn and their intrepid crews are around, the spirit of steam on BR will be very much alive.

## APOLOGY

We apologise for the slightly late publication of this magazine. Several of the committee members have been on holiday recently.

## DERAILMENTS

On 18<sup>th</sup> August a southbound freight train was derailed on Willington Junction, south of Derby and on the junction for the Crewe line. Eighteen wagons were derailed, and over a week later the junction was not fully operative. The cause of the derailment was thought to be a hot axle box on one of the wagons.

During the night of 5<sup>th</sup> September, 2 drivers were killed and several passengers injured when a collision occurred between a Liverpool-Hull train and the York-Shrewsbury mail train at Farnley Junction near Leeds City station. A mechanical fault in the points is blamed. Both trains were halted at Farnley when the Hull bound train moved off downhill. It crashed into the mail train, its driving cab rearing over it.

The locomotive in charge of the York-Shrewsbury train and which was extensively damaged, was 47402.

## FUTURE VISITS

## LATE NEWS

As promised earlier in the magazine, the Autumn programme of visits has now been prepared. All bookings or enquiries to Tom Helliwell as soon as possible please.

Sat 1 <sup>st</sup> October	By BR Day Excursion Doncaster-Edinburgh and Inter-City to Glasgow for Eastfield 14.00 and Haymarket 16.00. Adults £5.40, children £2.70. non-members 30p extra. All bookings to be made by September 23 <sup>rd</sup> .
Sat 8 <sup>th</sup> October	London depots – to include Stratford, Cricklewood, Willesden and Old Oak Common. Meet Kings Cross at 09.15. Back in Central London by 18.00. Cost of permits and all travel in London £2 per person, (non-members £2.25)
Sun 30 <sup>th</sup> October	Doncaster MPD and Works. Meet depot 12.45. Members 40p, Non-members 60p. All children half price.
Sat 19 <sup>th</sup> November	Swindon Works 11.00. Members 35p, children 20p. Non-members 55p, children 35p.
Sat 26 <sup>th</sup> November	Crewe Works 10.30 and Derby Works 14.30. Members 60p, non-members 80p, excluding rail travel. No half fares.
Sat 3 <sup>rd</sup> December	Yorkshire by rail. To include Tinsley, Holbeck, York and National Railway Museum. Meet Sheffield Travel Centre at 08.15. Adults £3.50, children £2.55. Non-members £3.75, children £2.80.
Sun 11 <sup>th</sup> December	Doncaster Works 11.00 and depot. Meet outside Plant Hotel at 10.45. Prices as at 30 <sup>th</sup> October.

Mr Helliwell will supply members with all details on booking.

## MASONS ARMS-DONCASTER

We thank Martin Bisby for his excellent film show at the Masons on 7<sup>th</sup> September. Our next social evening will be on Wednesday 5<sup>th</sup> October at 19.30, when Jack Davis will give an illustrated talk entitled 'Shadows of the Thames-Clyde'. This should prove to be a very interesting evening's entertainment. All are welcome.

## CROSSING DEATH

A car passenger was killed and two others injured when their car was in collision with a locomotive at Towneld Fold, Rawtenstall on 1<sup>st</sup> August. The locomotive involved was 40027 'PARTHIA'.

## TALK-POINT No2 – LATEST

London Bridge, the new power box which replaced 16 old signal boxes with 17 new relay rooms, had its second major accident within 3 months on August 3<sup>rd</sup>. Two trains, the 09.02 Charing Cross-Dunton Green and 09.03 Charing Cross-Ashford were signalled onto the same set of points as they approached New Cross station.

The London Evening Standard reported 4 passengers taken to Greenwich Hospital with minor injuries and named 5 passengers who were released after treatment at the hospital.

## NOTES AND NEWS

### EASTERN REGION

The West Burton-Fletton ash trains continue to provide interesting locomotive sightings. On 29<sup>th</sup> June 47315 was noted as was 47510 on 4<sup>th</sup> July.

Clayton Type 1 D8568 was noted in a mixed freight hauled by 20144/5 between Mexborough and Barnsley on 22<sup>nd</sup> June. The Clayton was en-route from Hemmelite Ltd, Hemel Hempstead to the Ribble Cement Company's plant at Clitheroe.

On 5<sup>th</sup> July 47041 hauled a Grantham-Berwick schools excursion. Typical ECML running resulted in an 80 minutes late arrival. Class 03s 03094/170 were seen at Newcastle Central.

A Circular Tour 'Merrymaker' from Chesterfield-Newcastle-Carlisle-Carnforth-Sheffield-Chesterfield was hauled throughout by 55007 'Pinza'.

On 13<sup>th</sup> July 47601 hauled an early morning train of empties to Earles Sidings, Hope whilst on the next day an American delegates excursion was seen at Gainsborough Lea Road behind 47403.

On 16<sup>th</sup> July three Class 56 locomotives 56015/6/8 were noted at Stratford as were Reading based three car DMUs 51343/85,59495.

Apart from DMUs there were only 3 locomotives on Cambridge depot on 16<sup>th</sup> July, 03008,08090/108. The stabling point at Cambridge station contained 31126/207/17/63/324,37052/92, whilst 47150,03016/50 were noted at Chesterton Junction. The yard shunter at Ely on the same day was 08496 while it was interesting to note that

numerous condemned carriages and DMUs were stored in the yard. There were several ex-Scottish DMUs including 79083/6/9/100/3/9/56/61/4 and all were in poor condition.

EE Type 4s 40007/69 were noted on March depot on 16<sup>th</sup> July. The old steam shed at March was in the process of being demolished. On the same day the yard shunter at Bury St Edmonds was 08077.

On 23<sup>rd</sup> July 47088 'SAMSON' worked the 10.30 Penzance-Bradford and returned south the next day on the 08.51 Leeds-Penzance.

Throughout the summer the Saturdays Only 07.20 Sheffield-Skegness has regularly been Class 20 hauled. On 16<sup>th</sup> July 20144/5 were in charge, as were 20022/65 on 30<sup>th</sup> July and 20131/213 on 6<sup>th</sup> August.

Stratford Class 47, 47164 was noted at Sheffield on 6<sup>th</sup> and 8<sup>th</sup> July sporting a Union flag and silver roof. On both occasions the locomotive was working the Manchester-Harwich boat train. Sister engine 47014 also with silver roof was noted at Westerfield on 6<sup>th</sup> August. Other 47s known to have acquired silver roofs are 47118/30/298.

The highlight on the ECML on 23<sup>rd</sup> July was the appearance of HST 253026 on the Lea Valley Railway Society excursion from Kings Cross-Edinburgh.

Noted in a 2 hour period at Sheffield during the morning of 24<sup>th</sup> July included 44002/5 on a special Derby-Carnforth, 25323 on ECS, 37112 on 2L12 09.00 Chesterfield-Scarborough, 47449 on 1M15 Sheffield-St Pancras (09.40), 31119/311 on Grimsby-Nunnery ECS, 56008 on a Barnsley-Melton Mowbray Merry-maker and 47088 'SAMSON' on 08.51 Leeds-Penzance.

Class 56, 56011 lost its buffers on 20<sup>th</sup> July when in a collision at Rufford Colliery. The APT-P power car SC49001 made its debut in the company of Class 252 power car 43000 with a Derby-Dore-Masboro South Curve-Beighton-Derby test train on 26<sup>th</sup> July.

Class 50, 50041 was noted passing Doncaster with ECS on 4<sup>th</sup> August and 50010 was similarly noted the following day. On 31<sup>st</sup> July a Spalding-Scarborough Mystex was hauled throughout by 40025. Noted at Scarborough were 08252,31236,37095 and 40108/11.

On 5<sup>th</sup> August 47091 'THOR' worked the 23.25 Sheffield-Manchester while the following day 37055 had charge of the 07.30 Birmingham-Newcastle and 40074 hauled the 09.28 Sheffield-Blackpool.

Class 47, 47425 worked a Reading-Sheffield relief on 8<sup>th</sup> August. The first-class accommodation on the train was provided by former Pullman Cars E350/2.

A midnight visit to Tinsley on 13/14 August netted 70 locomotives including 47601, 56001/3/5/13/4/8/9/21 56022/6/7/8/9. On 19<sup>th</sup> August South Wales Class 37, 37306 was in charge of the 23.40 Hull-Doncaster train.

Noted at Spalding on 29<sup>th</sup> August were withdrawn DMUs 51002/164,59464 whilst 08133 was station shunter. Shunters at Peterborough that day included 08272/407/12/27/38/713. Locomotives outside Doncaster Works on 30<sup>th</sup> August included 08228,37085/260,55012,76020.

The power workers dispute in September resulted in Class 56, 56026 being wired up as an emergency generator at Sheffield Midland on 7<sup>th</sup> September. On the same day 56018 was noted on an oil train at Brightside, near Sheffield, and 37067,37069 and 40159 were noted on freight trains at Doncaster.

## LONDON MIDLAND REGION

A Sheffield-St Pancras express was delayed by over 60 minutes on 20<sup>th</sup> July after hitting a road vehicle tyre near Trowell Junction and causing damage to the locomotives (45111) air braking system. The ailing engine was eventually replaced by 45033.

The Merry-maker from Sheffield-Barmouth was hauled as far as Shrewsbury by 47169 on 31<sup>st</sup> July from where 24081 and 25273 double-headed the train to Marmouth.

The 07.28 Swansea-Leeds was hauled by 37242 on 5<sup>th</sup> August and on the following day 37182 worked the 06.55 Gloucester-Leeds north of Worcester after an engine failure. The locomotive returned on the 14.10 Leeds-Plymouth. On the same day 37070 worked the 10.45 Weymouth-Newcastle (extended).

On 6<sup>th</sup> August 47087 'CYCLOPS' worked the Tenby-York, whilst locomotives on Derby Works that day included 08303/533/628/95,25029/30/52/104/31/144/70/74/94/203/4/68/307,44010,20031/7/62/79, 40083/117/25/34/41/9/75/9. Altogether 27 'Peaks' were in the works. A very good proportion compared to the Deltics of the Eastern Region.

Sulzer Type 2, 24023 was noted on a parcels train at Manchester Piccadilly on 20<sup>th</sup> August and on the same day 40029 'SAXONIA' worked a Skegness-Manchester holiday train.

The following Class 24s were in attendance at Carlisle New Yard on 28<sup>th</sup> July – 24001/7/13/4/9/66/72/90/102 24105/8/9/11/48. Class 56, 56033 was on Saltley depot on 13<sup>th</sup> August, possibly for crew training.

On 30<sup>th</sup> August HST 253002 was a most unusual sight passing through Tamworth High Level, whilst on the same day 08597 was at Bordesley and 08740 at Dorridge.

On 10<sup>th</sup> September 47408 arrived at Shrewsbury on a Boston-Cardiff via Central Wales excursion. Class 37, 37177 hauled the train over the Central Wales line. On the same day 25283/322 and DMUs M55993/5 were in attendance at Shrewsbury.

## WESTERN REGION

Westerns still in evidence at Swindon on 1<sup>st</sup> August were D1001/3/9/11/2/5/25/8/33/4/56/8/70/1.

Locomotives at Swindon for overhaul on 23<sup>rd</sup> August were as follows – 08131/40/234/480/4/636/900/4/8/16.

On 24<sup>th</sup> August eight named Class 47s were seen at Reading – 47076 ‘CITY OF TRURO’, 47078 ‘SIR DANIEL GOOCH’, 47079 ‘GEORGE JACKSON CHURCHWARD’, 47080 ‘TITAN’, 47081 ‘ODIN’, 47082 ‘ATLAS’, 47087 ‘CYCLOPS’ and 47090 ‘VULCAN’. Also noted through the station were Cromptons 33014/8/38/117.

Noted at Oxford on 30<sup>th</sup> August was 08946 whilst 08656,31421,33011 and 33104 were seen at Reading. On 10<sup>th</sup> September 08637,37192/256/90 were stabled at Pantyffynnon, 37270,37178 were at Margam and 37244/57 were at Llantrisant. Locomotives on Cardiff Canton on the same day included 37255/213/291/297/282/231/278/176,25055/220 and D4092. On 10<sup>th</sup> September 08876,37191 and 37224 were stabled at Gloucester.

## SCOTTISH REGION

On 28<sup>th</sup> July Dumfries stabling point played host to 08396,27016/37 and 40095. Noted on Ayr depot were 08144/343/433/49,20015/89/115/117/24,25009/10. Class 08, 08730 was at Irvine and Ardrossan Harbour hosted 08344/5/448 and 40072.

## SOUTHERN REGION

On 29<sup>th</sup> August 47035 arrived at Dover Priory with an excursion from Doncaster. Withdrawn Class 71s 71003/10/1 were still stabled outside Ashford station whilst Dover played host to 08833,09008/22,33065 and 73103/9/24.

On 30<sup>th</sup> August 47167 arrived at Bournemouth with an excursion from Sheffield. Noted at Eastleigh station that day were 08203/323/87/556/831/54, 33003/7/28/33/117, 47076/104/22/74/92/200/48/58/475 and 73129. Noted at Eastleigh Works were 08028/30/151/653, 33064/112/207 and 73113/25, whilst on Eastleigh depot were all the withdrawn Class 07s along with 33006/9/16/8/22/24/6/7/115, 73127/32, 74005 and 47110.

## COMPETITION NUMBER 6

No entries were received for competition number 6, our question master collects all the money. To prevent him doing so again, please send your entries for competition number 7 to Jon Davis before 28<sup>th</sup> September. First prize is £2 and there are second and third prizes of £1. Even if all your answers are wrong you may still win a prize.

The correct answers to competition number 6 are as follows:-

1. Crewe, Derby (LMS), Hyde Park and Queens Park (NB)
2. The ‘CORNISH RIVIERA LIMITED’
3. ‘THE ELIZABETHAN’
4. ‘JUBILEE’ and ‘VICTORIA’
5. 5642
6. 1958
7. 61632
8. 6000 ‘KING GEORGE V’
9. September
10. Great Western Railway

Competition Number 7 – Please answer true or false as appropriate to the following statements:-

1. All the D800 class Warships were powered by Man or Maybach engines except D830 ‘MAJESTIC’ whose engine was built by Paxman of Colchester.
2. D864 ‘ZAMBESI’ was originally allocated the name ‘ZEALOUS’.
3. All the D600 class locomotives remained in green livery throughout their lives.
4. During 1967 members of the D600 class could occasionally be seen at Llandrindod Wells.
5. The frame and superstructure of D803 ‘ALBION’ weighed 11.13 tons
6. German Federal Railways V300 class number V300.008 acted as model for the BR D800 class.
7. D600 ‘ACTIVE’ was the first Swindon built diesel-hydraulic.
8. D801 ‘VANGUARD’ was the first Warship to be withdrawn.
9. The D600s were found to be rough riding at 100mph plus.
10. D600/1 were sold to Woodham Bros Ltd and D602/3/4 to Cashmores in July 1968.

## FURTHER REALLOCATIONS

20020/49/91/119-ED, 08421-ED, 08441-DE, 31165-OC, 31421-BR, 08185/638-BR, 08483-OC, 08645-CF, 08816-RG, 08897-CF, 08941-BZ, 08950/1-W, 31209/65-OC.

DMU Transfers

51054/82-BR, 51579/88-LA, 52088/99-RCD, 55035-LA (ex-store), 59264-LA, 59413-BR, 59818-store, 59819-RCD, 51516-ED, 51526-DE.

Locomotive condemned

25014

Vehicles Condemned

5567/70/5/80/8/93, 5606/12 (purchased by Israel Railways), 87122/42.

Transfers

1985(RU)-W, 6102-W, 4997-M, 13460-E.

NATIONAL TRACTION PLAN-DIESEL MULTIPLE UNITS

The following classes are to be withdrawn at any time that a surplus is identified – 100/3/43/5/55/80:- Before 1985 – 105/27/41/51/60/86 : Between 1985-90 104/14/6/24/30/1/40/4/8/50/3/4/62/5/6/8/9/72/5, 201-207 : retained to 1990 – 101/7/8/10/1/5/7-23/6/8/42/7/9/52/61/3/4/7/71/3/4/6/7/8/9/82/3/8/9.